



We're studying ways
to reduce traffic.

Project Status

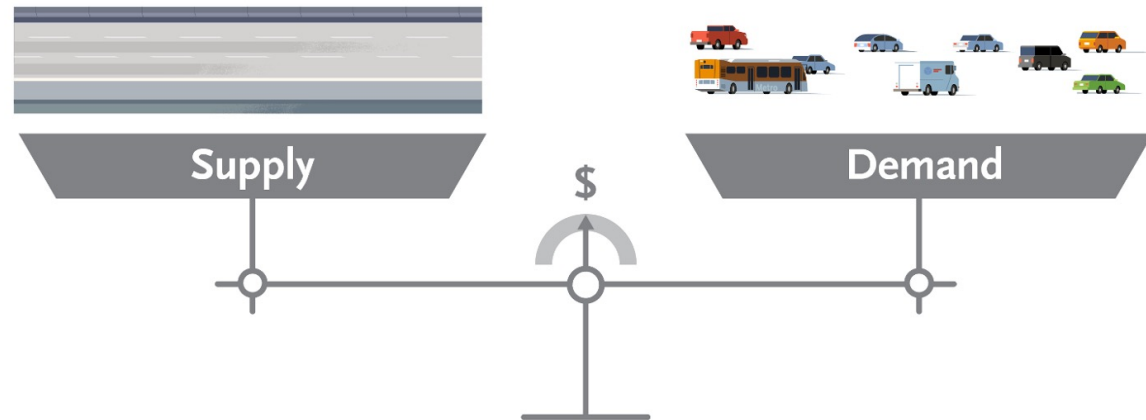
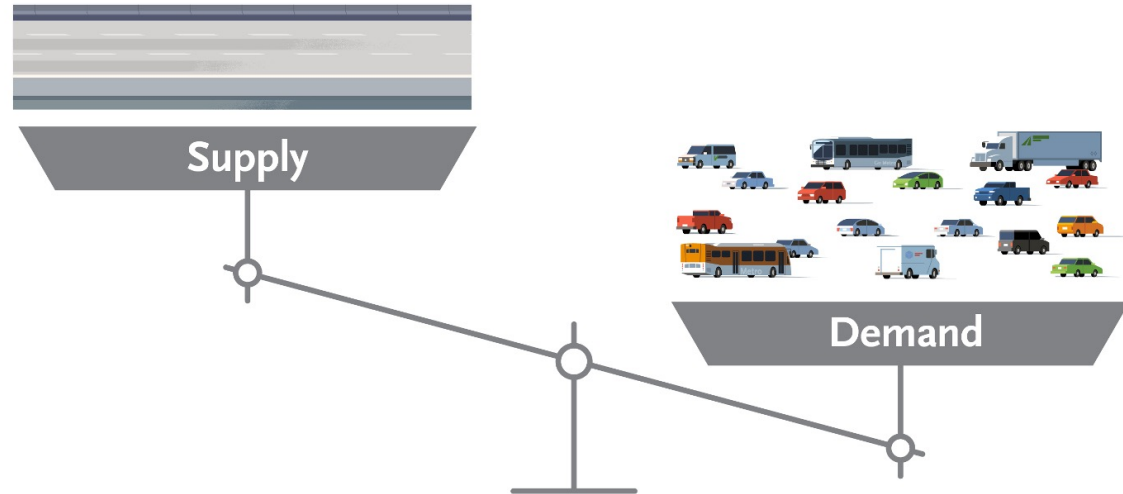
**Originated in Vision 2028; endorsed by Board in 2019
'Reinventing LA County' series of motions**

Project has finished 2nd round of technical modeling and recently held public meetings to inform design:

- **Westwood Oct 24**
- **Van Nuys Oct 28**
- **DTLA Oct 30**
- **Virtual Nov 6**

Potential to bring recommendation to Board in 2024

Pricing is a key strategy to improve traffic



Traffic Reduction Pilot Program Goals

Goals of a pilot program



Less traffic through pricing and more high-quality options for getting around



Enhance economic opportunity



Reduce air and climate pollution



Safer roads and quicker transit



Reinvest in our communities and help businesses thrive

These are the key elements of a potential pilot



- > Affordable pricing reduces traffic and gets people moving
- > Net revenues are invested into communities to provide better options to travel.
- > Low-income assistance and equity strategies ensure people are not left behind

Pricing to manage demand works.



London

- > Reduced Congestion:
 - 30% within zone, 20% adjacent
- > Increased Bus Trips 38%, decrease waiting 30%
- > Mode shift +10% towards transit/walk/bike
- > Reduced Emissions 12-19%
- > Decreased crashes 40% and fatalities 4%

Stockholm

- > Reduced Congestion:
 - 33% in the mornings
 - 50% in the evenings
- > Increased Transit Trips 7%
- > Increased Bicycling Trips 22%
- > Reduced Emissions 7-14%

Metro Express Lanes

- 31% increase in speed in ExpressLanes compared to pre-program car-pool lanes
- Reinvestment of more than \$100 million in transportation projects and service in corridors with ExpressLanes.
- More than 23,000 drivers signed up for low-income program

Figures represent reported local changes that occurred upon implementation of programs.

How concept areas were chosen

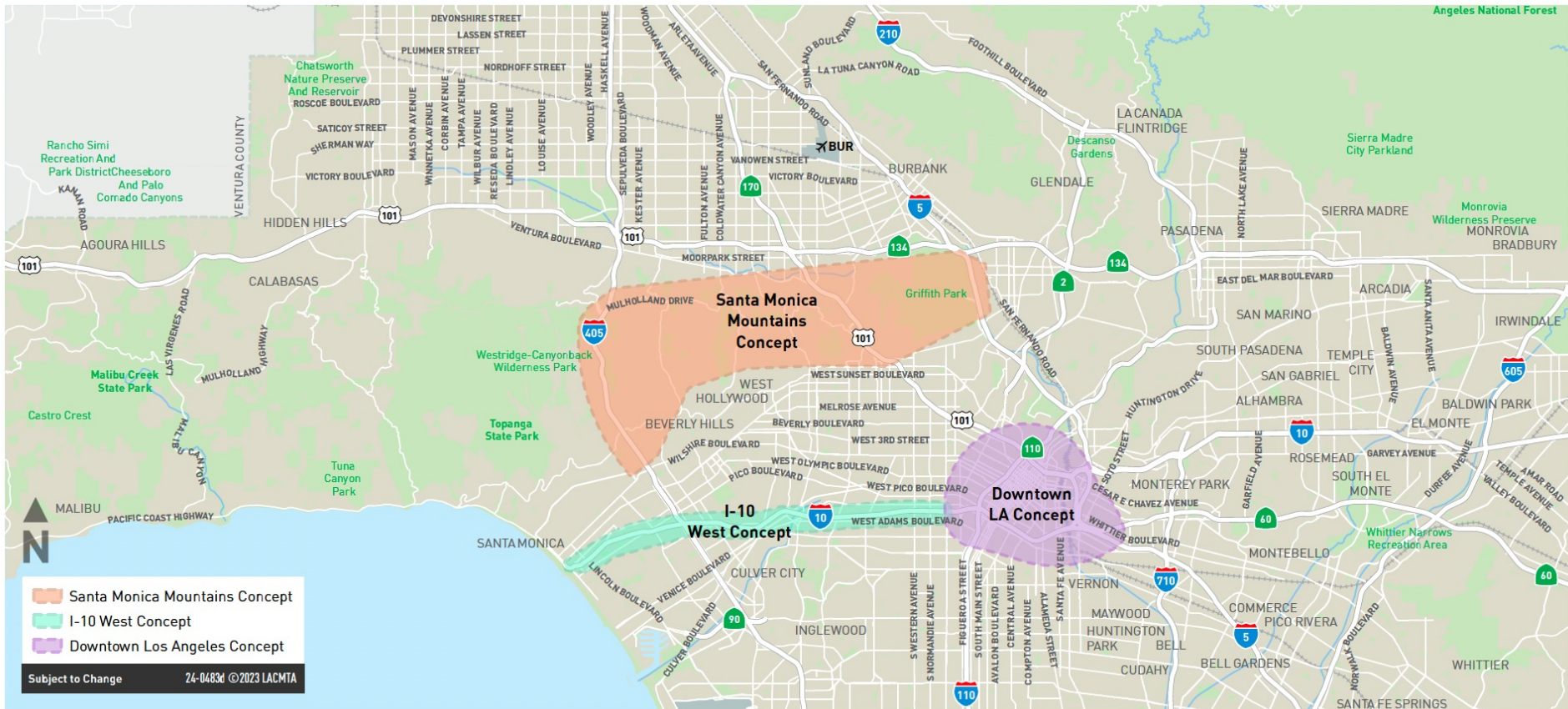


Original 14 concept areas

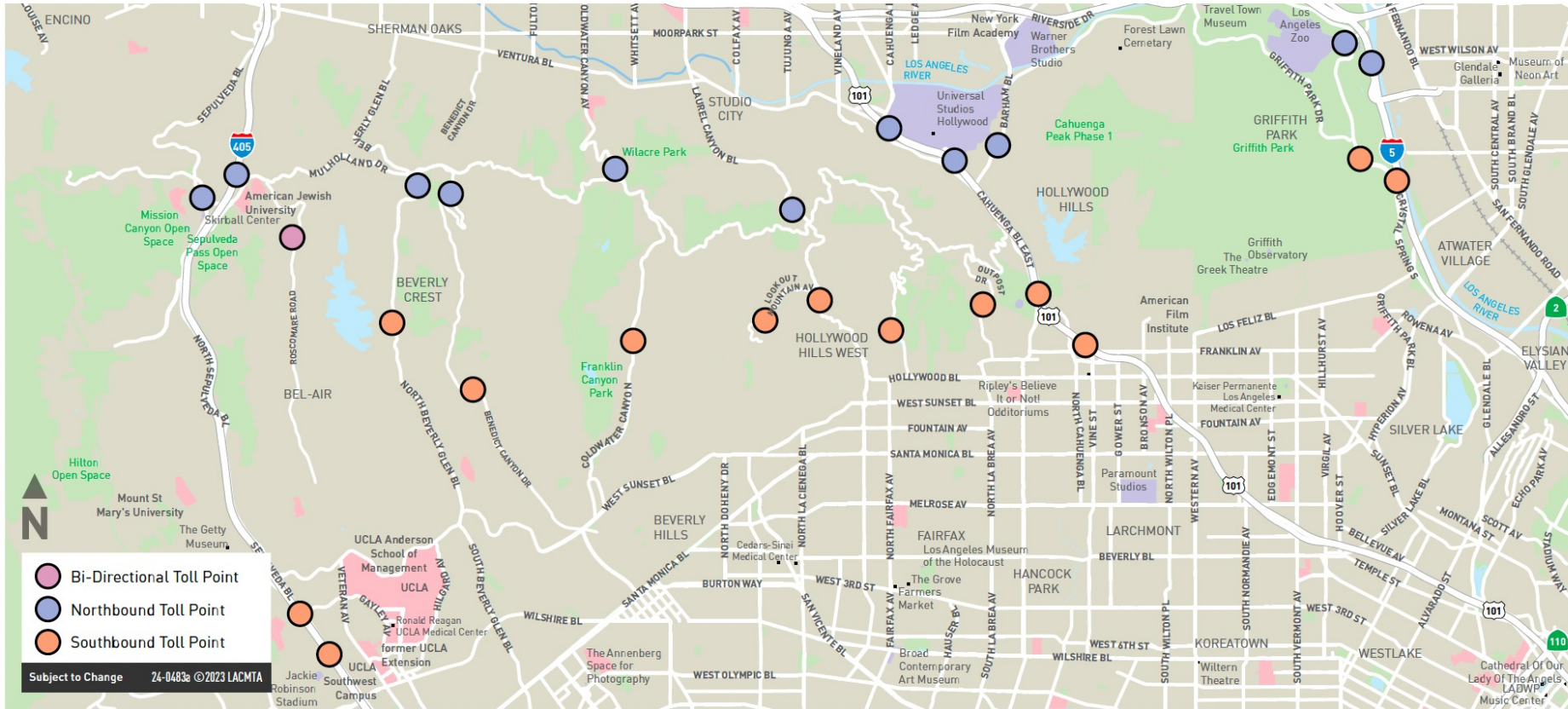
Over the first year of the project, staff worked with consultants and interested municipalities to identify **14 potential pricing areas with Travel Time Index (TTI) of 1.5 or greater**. TTI is a measure of travel delay that compares congested morning and evening peak-period travel conditions to “free-flow” conditions. These were assessed for potential congestion pricing benefits and feasibility. *Options in italics were chosen for first round of technical modeling, red advanced to second round.*

- *Santa Monica Mountains Screen Line*
- *I-10 Corridor Screen Line (freeway only)*
- *I-5 and US 101 Freeway Pricing*
- *Downtown LA Freeway Pricing*
- *Downtown LA Cordon*
- PCH Pricing
- I-5 Freeway Pricing
- I-405 Freeway Pricing
- I-605 Freeway Pricing
- West LA/ Santa Monica area Pricing
- Mid-City Area Pricing
- Hollywood Area Pricing
- County-wide freeway pricing
- County-wide VMT pricing

Traffic Reduction Study Concept Overview

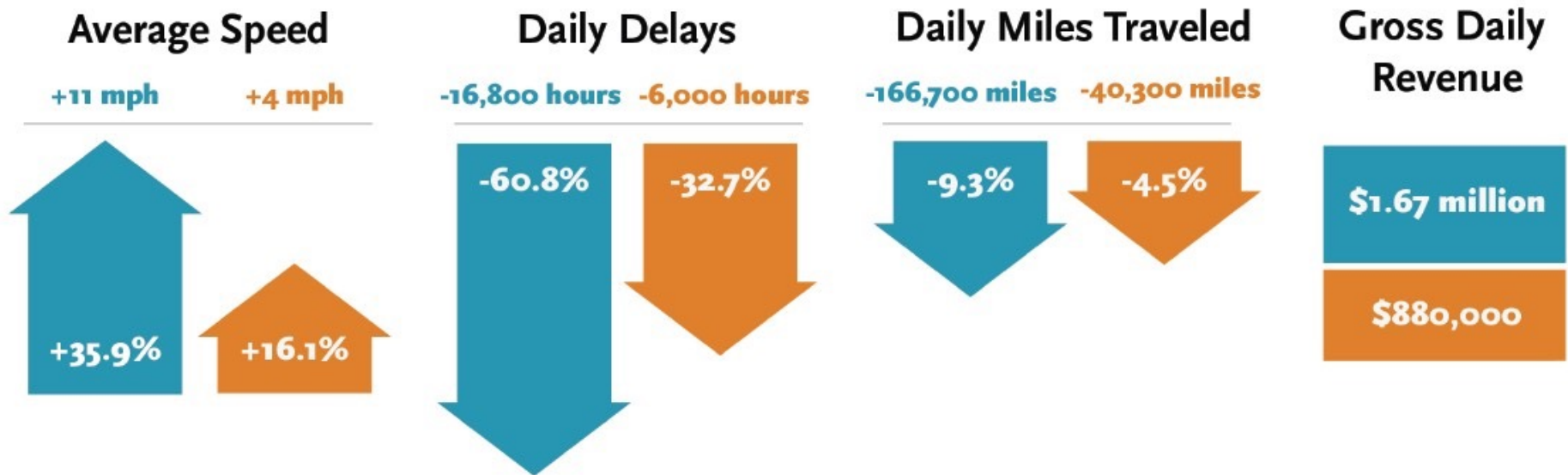


Traffic Reduction Study Santa Monica Mountains Concept



Santa Monica Mountains Concept Area

The Santa Monica Mountains concept gets roads moving and saves time.

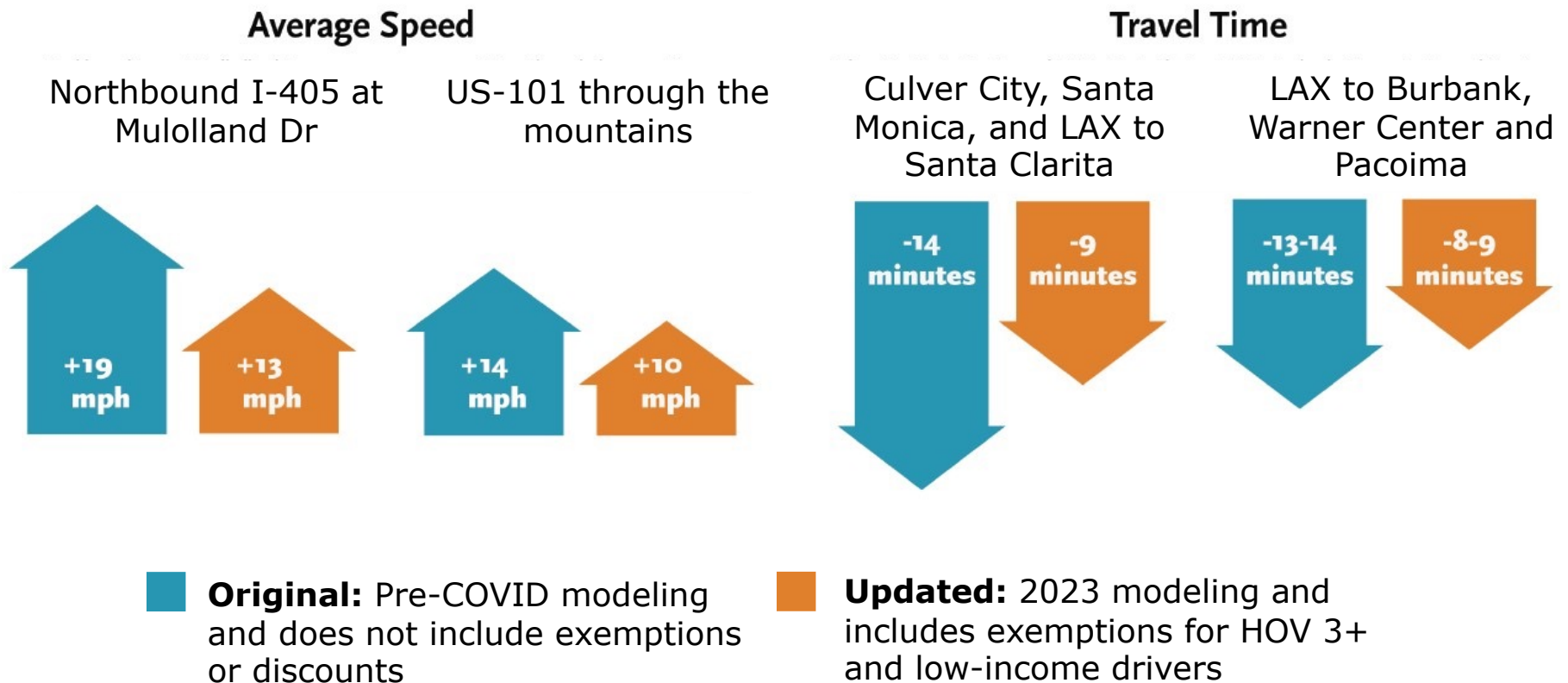


Original: Pre-COVID modeling and does not include exemptions or discounts

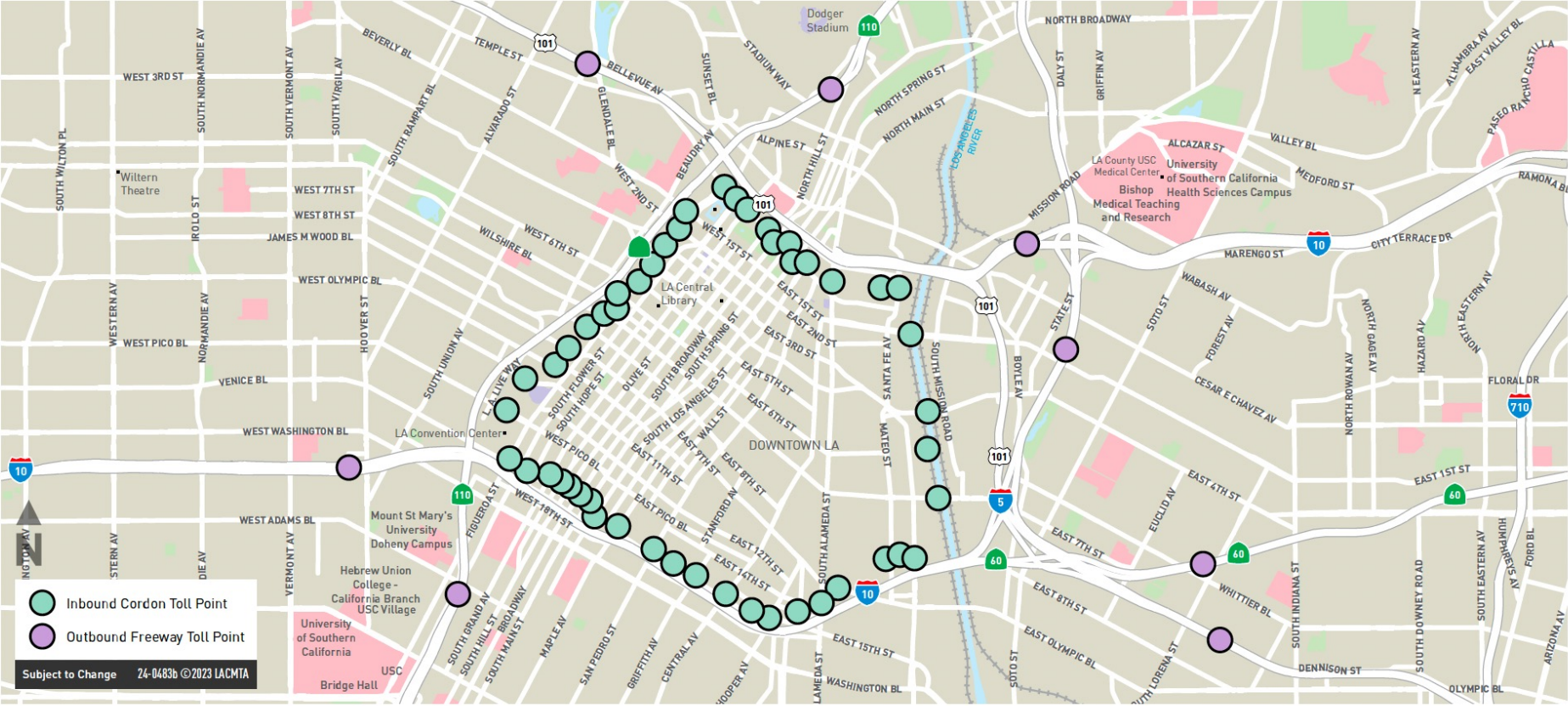
Updated: 2023 modeling and includes exemptions for HOV 3+ and low-income drivers

Santa Monica Mountains Concept Area

Both concepts show improvements, but less in the updated 2023 concept.

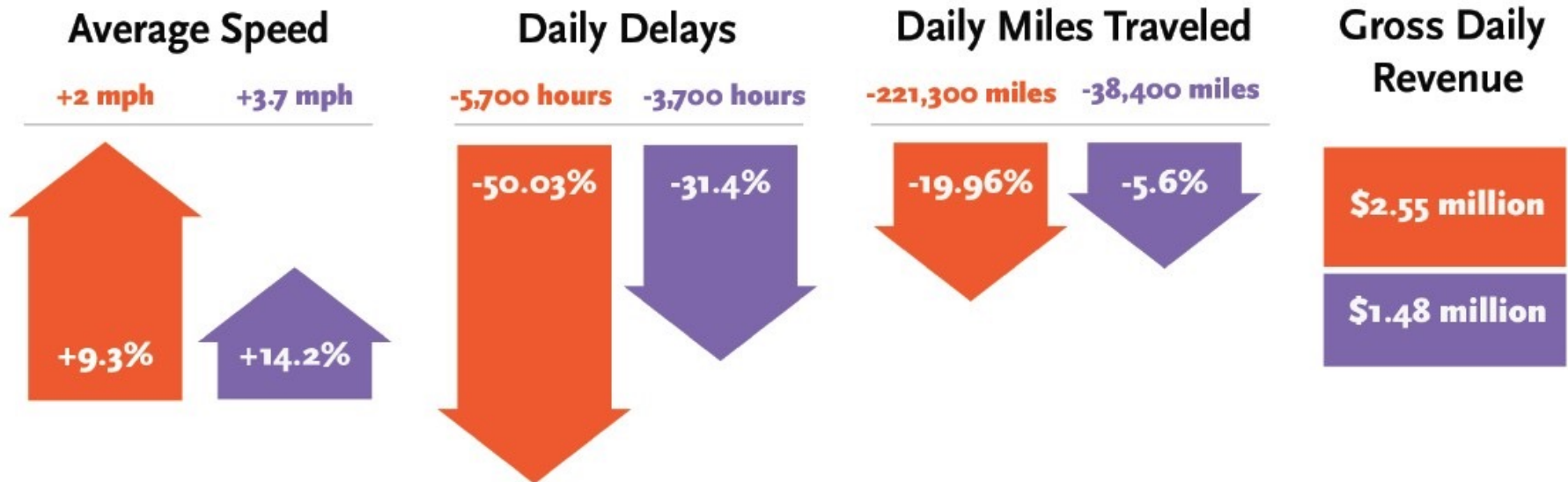


Traffic Reduction Study Downtown Los Angeles Concept



Downtown LA Concept Area

The Downtown LA concept reduces traffic locally and regionally.



Original: Pre-COVID modeling and does not include exemptions or discounts

Updated: 2023 modeling and includes exemptions for HOV 3+ and low-income drivers

Downtown LA Concept Area

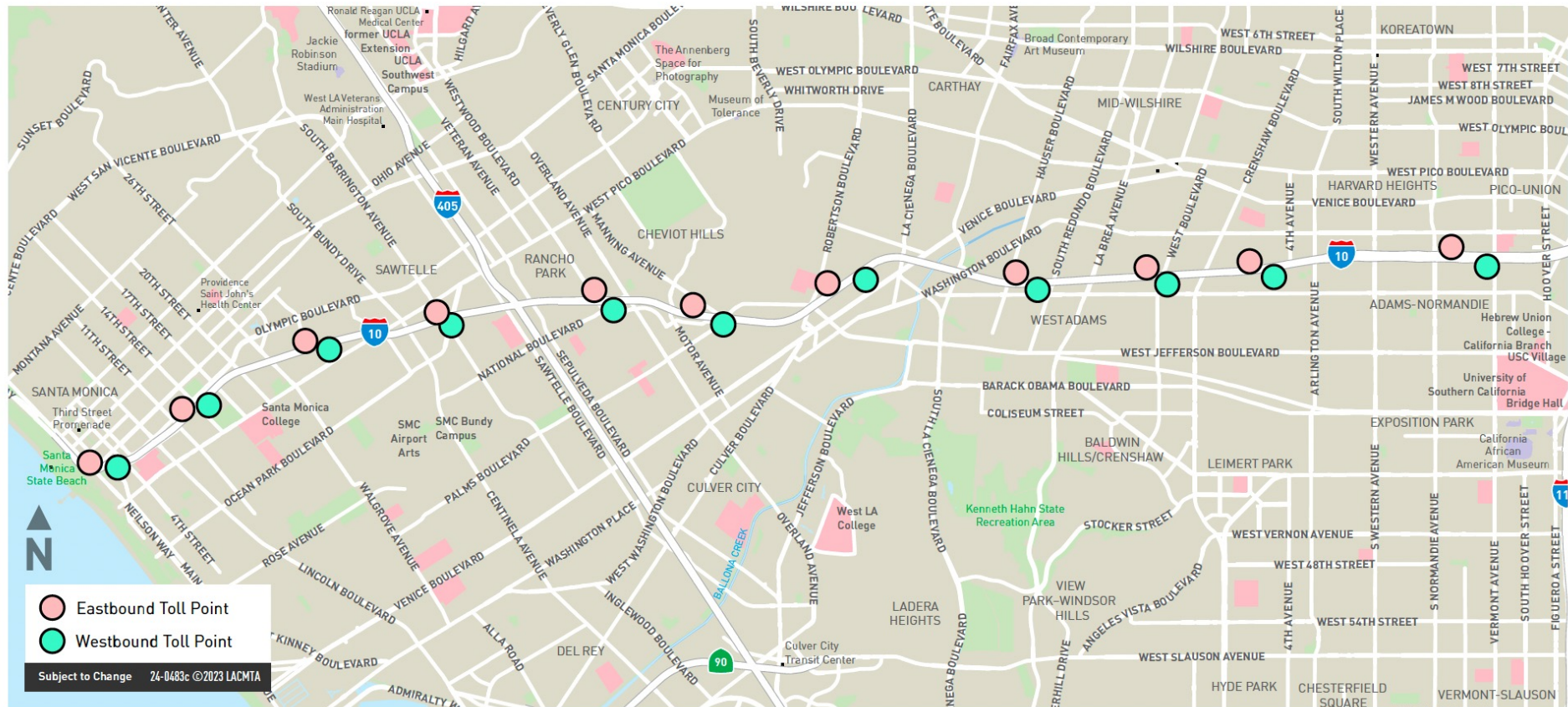
Both concepts show improvements, but less in the updated 2023 concept.



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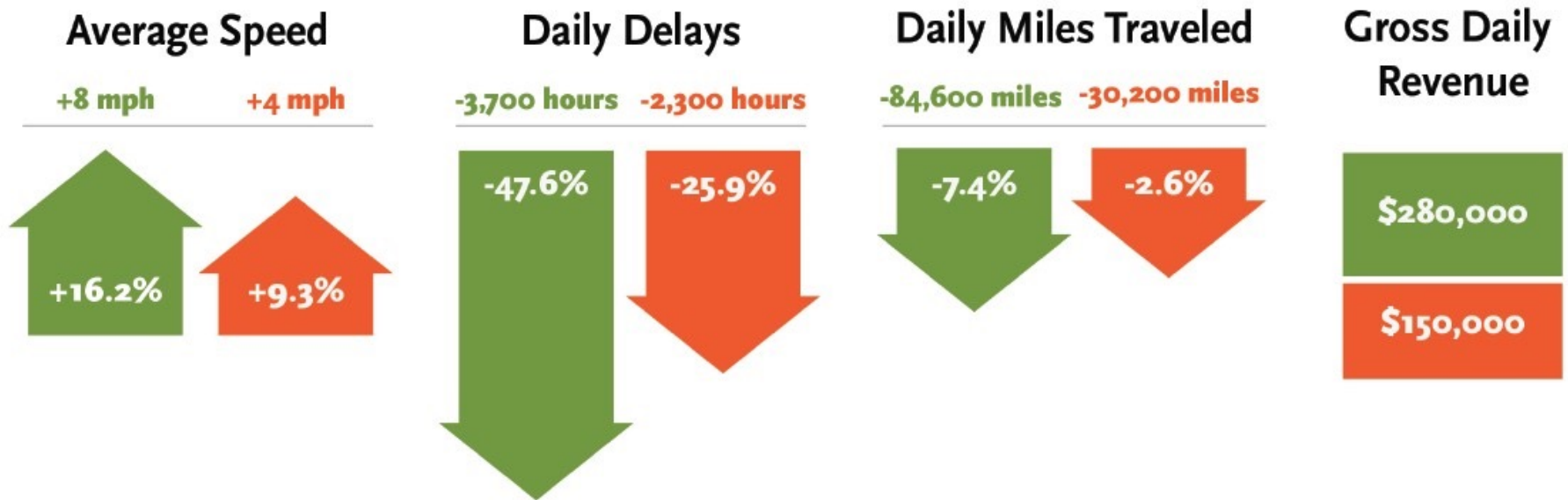
Updated: 2023 modeling and includes exemptions for HOV 3+ and low-income drivers

Traffic Reduction Study I-10 West Concept



I-10 West Concept Area

Modeling shows pricing reduces traffic on the I-10 but increases traffic in adjacent arterials.



Original: Pre-COVID modeling and does not include exemptions or discounts

Updated: 2023 modeling and includes exemptions for HOV 3+ and low-income drivers

I-10 West Concept Area

Both concepts show improvements, but less in the updated 2023 concept.



Original: Pre-COVID modeling and does not include exemptions or discounts

Updated: 2023 modeling and includes exemptions for HOV 3+ and low-income drivers

Equity

- Current road system status quo is inequitable. Low-income residents have the worst options and face the worst pollution and most dangerous streets
- Equity requires assistance options so low-income households do not face financial burdens or have their mobility restricted
- We are exploring multiple types of assistance and equity programs (exemptions, monthly budget or credits to use on tolls + transit)

Pollution- (round 1 modeling)

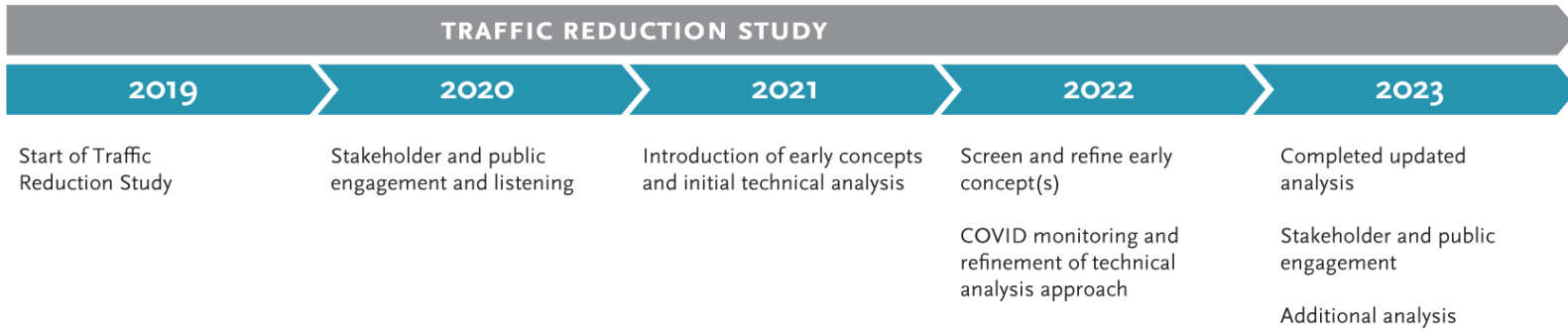
Figure 4-42: Percent Change for Air Quality Indicators – EFCs Immediately Adjacent to Priced Concept (Metric Tons)

Concept	CO2	PM10	NOX
1: Santa Monica Mountains	-2.4%	-4.0%	-3.0%
3: Downtown LA Cordon	-8.9%	-6.7%	-10.2%
EFCs County-Wide	.04%	-.16%	-.24%

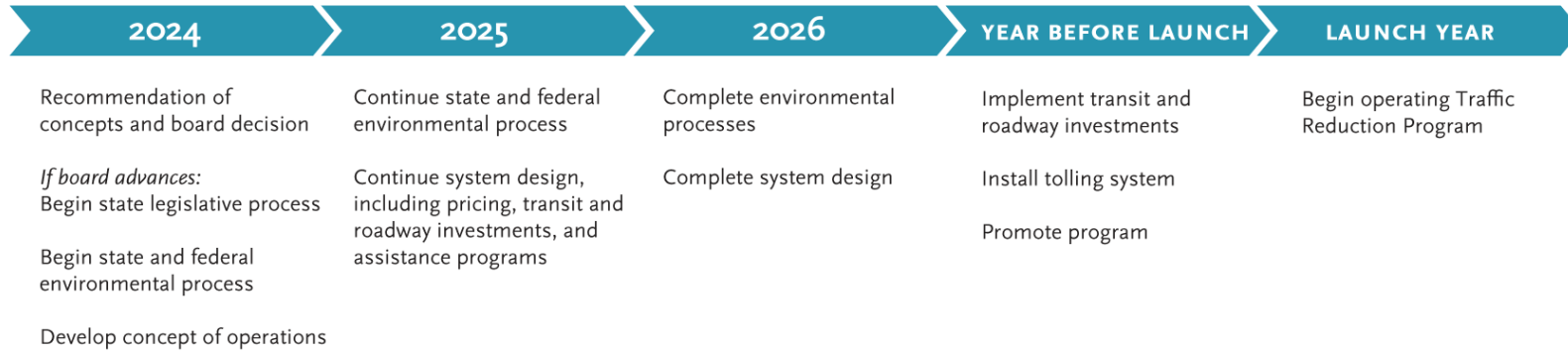
Reinvestment Options

Any Concept Area	SM Mountains	DTLA	10-W
Cleaning and safety	B line 5 min frequency	7 th /Metro Station improvements	Bus priority investments on multiple arterial roads
Operations	Sepulveda Transit Corridor Project	Pico Station improvements	E Line frequency
Free/reduced transit	G Line improvements	A + E line 5 min frequency	K Line Northern Extension
Shuttles/ Metro Micro	East San Fernando Valley Light Rail Transit Project	DTLA Streetcar	Vermont Transit Corridor
Road Design	North San Fernando Valley BRT Improvements	Arts District Station	
Joint Development	K Line Northern Extension	Broadway bus lanes	
Active Transportation	Laurel Canyon + Sepulveda bus frequency	West Santa Ana Branch, DTLA segment	
	Connectivity to Sepulveda Bus Only Lanes	Flower St + Washington Wye enhancements	
		NextGen frequency + Bus stop improvements	

Traffic Reduction Study Timeline



ONGOING PUBLIC PARTICIPATION



ONGOING PUBLIC PARTICIPATION

Ways to connect with us

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